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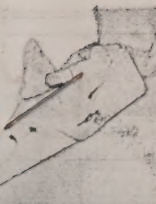
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# ARENA SITES REPORT

BOSTON REDEVELOPMENT AUTHORITY  
OCTOBER 1977

DRAFT -- FOR STAFF REVIEW ONLY





## INTRODUCTION AND CONCLUSIONS

The following report analyzes and evaluates the feasibility of an arena/convention facility at five sites in the South Station, North Station, and Copley Square areas. The program assumes a 250,000 square foot complex consisting of an 18,000 seat, 100,000 square foot arena which is joined into a 150,000 square foot convention facility. Parking is provided in varying portions on-site so that there is a total of 4500 spaces within a three block radius.

The program described above, an 18,000 seat arena or a facility which can jointly serve as an arena or convention facility is presented as a given. No effort was made to evaluate the suitability of this type of facility or of rehabilitating and enlarging Hynes Auditorium, or developing independent facilities on separate sites.

The report which follows evaluates the five sites on the basis of costs, site availability, physical and community impact. Furthermore, the costs are based upon information presently available and should be utilized more as a basis for comparison than as an accurate forecast of total project development costs.

### A. Costs

1. The most expensive site to develop is the Town and Cities Boston Wharf Company site in South Boston (\$94 million) because of the need for parking and access roads, and because of the high land cost.
2. The least expensive (\$58 million) is the Fort Point Channel site, in spite of the \$1.75 million premium for construction over water, because of adequate existing parking and access and a nominal site-acquisition cost.
3. The three other sites fall within the \$70 to \$73 million range.

### B. Site Availability

1. Fort Point Channel and Boston Wharf are immediately available.
2. The two North Station sites require the relocation of Massachusetts General Hospitals parking, negotiations with M.B.T.A. for acquisition of development rights over rails, or changes in the local street pattern which have been proposed but not implemented for over ten years, and acquisition of more than thirty small properties.
3. The Copley/Pike site requires ramp relocation which may take 2-3 years and a lengthy construction schedule because of the need to maintain service on the road and ramps.





the work has to be done at night when traffic volumes are low. (The recent development proposal from Urban Investment & Development Company of Chicago refused to consider construction over this portion of the site). The premium is estimated at \$6,000,000.

- B. The convention center site includes Ramp C with its high clearance requirements. Removal of this ramp is necessary if the floor levels of the arena and convention hall are to match.

#### VII. Economic Impact

- A. An arena development alone is likely to stimulate the growth of entertainment uses (restaurants and bars) in the Back Bay and South End. This may be seen as a downgrading of commercial use by Boylston and Newbury Street merchants. (See VIII Community Impact below.)
- B. An arena/convention complex will stimulate, in addition to the growth of entertainment uses, the development of hotels on the triangular parcel of the M.T.A. property and probably on the vacant site at the corner of Boylston and Exeter Streets. It will firmly establish this area as the focal point of convention activity in the northeast, and may create sufficient pressure to cause the redevelopment of other vacant and soft parcels in the surrounding area including the Midtown Motor Inn, the parking lot at Huntington and West Newton, and the Racquet Club on Boylston Street. The development will also produce the upgrading of existing hotels like the Lenox and Copley.

#### VIII. Community Impact

- A. The traffic generated by the development will have a negative impact on the South End and St. Botolph residential areas, and will aggravate the existing street-parking problems.
- B. An arena may have a negative impact on the fragile South End business community, encouraging the proliferation of bars and restaurants, and an influx of post-game arena patrons. This might have a destabilizing influence on the area.
- C. Arena development may make housing development less likely on the adjacent Tent City site and on other vacant parcels planned for housing by driving up the land value and changing its best use to commercial/entertainment. The publicly assisted housing rehabilitation and new construction near the arena site is considered unstable and needs a financially sound development on the Tent City site to strengthen the area.
- D. The neighborhood concern over these potentially adverse impacts may be the most serious obstacle to arena/convention development on this site.





C. Impacts

1. Fort Point Channel site may have serious environmental problems which the other sites do not have.
2. The economic impact in terms of revitalizing the existing fabric of the downtown is most favorable at the Fort Point Channel and Copley/Pike sites, stimulating the most beneficial development and commercial upgrading of adjacent areas.
3. Copley/Pike has the most serious community impact problems because of traffic and destabilization in the South End. And unless a major investment (\$15 million) in access roads is committed, the Boston Wharf site will have a serious negative impact regarding traffic congestion in South Boston.

Considering these issues, and assuming the environmental issues can be overcome, it appears that the Fort Point Channel site is the most desirable for the development and probably the only site that has both financial feasibility and a realistic schedule for construction.



SUMMARY OF VARIABLE DEVELOPMENT COSTS  
(IN \$ THOUSANDS)

COST ITEMS	ARENA SITES			
	BOSTON WHARF	FT. POINT CHANNEL	M.G.H./R.R.	NASHUA ST. COPLEY/PIKE
ARENA				
SITE ACQUISITION	6,000	0	1,600	2,000 0
SITE PREP. AND RELOCATION	0	0	4,400	700 0
CONSTRUCTION PREMIUM	0	1,000	1,600	0 1,600
PARKING GARAGE	12,500 <sup>1</sup>	0 <sup>1</sup>	2,400	5,000 6,000
ACCESS ROADS	15,000	750	1,800	1,500 1,300
PEDESTRIAN ACCESS	1,000	400	0	0 200
SUB-TOTAL	36,500	2,150	11,800	9,200 9,100
CONVENTION CENTER				
SITE ACQUISITION	0	0	1,000	2,000 0
CONSTRUCTION PREMIUM	0	750	2,000	2,000 6,000
SUB-TOTAL	0	750	3,000	4,000 6,000
GRAND TOTAL	36,500	2,850	14,800	13,200 15,100

FOOTNOTES:

1. The figure excludes the cost of the proposed South Station garage.
2. Development costs of 16% include professional fees, administration, and construction financing.





## GENERAL CONSIDERATIONS

- A. During the past five years more than a dozen sites were seriously examined as possible locations for a new sports arena for Boston. Two areas, North Station and South Station, have been identified as most promising, and within each of these areas two specific sites will be analyzed in detail in this report. An analysis of the Copley Square/Turnpike site is also included.
- B. The arena facility is programmed to accommodate the professional hockey, basketball, and tennis teams, and special events including the circus, Ice Capades and Follies, and large-capacity concerts. The seating capacity is 17,000 for hockey and 18,000 for basketball. The program includes all necessary ancillary facilities: receiving, storage and set-up, team offices, dressing rooms, locker rooms, and food concessions areas. The "footprint" of the arena is approximately 440' x 440' or 194,000 square feet (4½ acres).
- C. The parking requirements for an arena located near public transportation (rapid transit, rail, and bus) has been estimated at 4500 spaces. This is based on extrapolation from existing conditions at Fenway Park where about half the patrons arrive by car with an average of two people per vehicle; i.e. one parking space for 4 arena seats.
- D. A problem common to the construction of any new arena will be the disposition of the Boston Garden. It is assumed that the current owners of the Bruins Hockey Club and Boston Garden will move to the new facility.
- E. As an adjunct to the arena use, a convention facility with a total of 250,000 square feet (including the arena floor where physical integration is possible) may be desirable. The feasibility of this additional development is discussed in relation to each of the five sites.







SOUTH STATION: BOSTON WHARF COMPANY SITE  
SCALE: 1"=200'

DORCHESTER

CHANNEL

FORT

POINT

ARENA 3  
PARKING

CONVENTION  
PARKING

PARKING  
AREA

AVENUE

MT WASHINGTON

BULLHEAD

STREET

NECCO

NECCO COURT

MELCHER

NECCO ST

STREET

COURT  
STREET

WORMWOOD

BINFORD

STREET

STREET

STREET

STACK



## SOUTH STATION: BOSTON WHARF COMPANY SITE

### 1. Site Description and Ownership

The site is in single private ownership by Rose Associates. It comprises approximately 11 acres bounded by the Fort Point Channel, Necco Court, A Street and Mt. Washington Avenue. The assessed valuation is \$1,253,000 and the asking price is \$6,000,000.

### II. Site Preparation, Project Coordination, and Arena Construction

- A. The site is now mostly vacant land used as a parking lot by the U.S. Postal Service and commuters and employees in the area. Demolition of the remaining seven buildings would cost approximately \$43,000. Relocation of the existing tenants would not be a public expense.
- B. The dimensions are favorable for arena development. The structure including parking and additional uses (see below) could be physically integrated. Except for the high water table (10 feet below grade) typical of Boston sites, there would be no unusual conditions causing premiums in construction costs.

### III. Parking

- A. To accommodate the 4500 parking spaces needed to serve the arena, the Jung/Brannen study proposes 2500 spaces structured below the arena in two levels covering most of the site. The total cost at \$5,000 per space is \$12,500,000.
- B. The remaining 2,000 spaces are located at the proposed 2,000-space South Station parking facility. It is probable that this garage will be completed in time for arena use. The foundations for the whole garage, its access ramps, and the first level (approximately 600 spaces) are a portion of the Federal Railroad Administration Northeast Corridor Improvement Project which is under legislative mandate for completion by 1981. The three additional garage levels (1,500 spaces) would be financed through bonds issued by the City of Boston Real Property Department at a cost of approximately \$6,000,000.
- C. There are 200 public parking spaces within a three-block radius of the site. The Gillette property, however, is adjacent to the site with parking for approximately 1,000 cars. It is possible that through an arrangement with Gillette the quantity of on-site parking or the dependence on the proposed South Station parking garage could be reduced, though not significantly because employees use this lot on a 24-hour basis.





#### IV. Vehicular Access

- A. Adequate access to the site would necessitate the construction of roadway connections to the Massachusetts Turnpike and Southeast Expressway. This would require bridges over the railroad tracks at South Station and over part of the Fort Point Channel. The estimated cost is \$15,000,000.
- B. Alternatively the construction of the Seaport Access Road in the Penn Central track area and under an arrangement that would permit its use by private cars would bring access to within one block of the site. From that point only minor local street improvements would be necessary. The likelihood of the selection of this particular alternative for seaport access and the probability of its completion within a timeframe that would be compatible with arena development is very difficult to assess. Selection of the Boston Wharf Company site for the arena, however, is likely to influence decisions concerning the Seaport Access Road, so this possibility is certainly worth pursuing. The construction is not likely to begin until five years.
- C. A third option for vehicular access would rely basically on the existing street network, with local street improvements and traffic department control to maximize the number of access lanes before an event and maximize egress lanes following an event. This solution might work on a temporary basis (say, awaiting completion of the Seaport Access Road) but would certainly have an adverse effect on the South Boston residential area. Arena patrons would see Morrissey Boulevard, L Street, D Street, and Broadway as access routes in order to avoid the inevitable congestion at the Summer Street and Northern Avenue bridges. The political implications are likely to be unacceptable.
- D. In addition to direct access to the site, it will be necessary to insure good access to the proposed South Station parking garage. This pattern would be significantly enhanced at modest cost (approximately \$350,000) by relocating the Turnpike off-ramp one block east to Atlantic Avenue, building a short section of on-ramp opposite South Street at Kneeland Street to link with the existing connection between the Expressway and Turnpike, and reversing the direction of South Street to make it southbound. This would provide a South Street - Atlantic Avenue one-way pair with access and egress from the Turnpike, and would increase the capacity of the local street network thereby decreasing the amount of time required to evacuate the South Station garage after an arena event.

#### V. Pedestrian Access

- A. The pedestrian route to the site from the nearest transit stop, South Station on the Red Line, is 1950 feet, or a seven minute walk. The adverse climatic conditions involved in crossing the





Fort Point Channel during the hockey and basketball season might make free shuttle-bus service to the red line at South Station and Broadway a necessity, perhaps at additional public cost of \$225,000 a year, which when capitalized represents a cost of \$2,250,000.

- B. In order to provide pedestrian access to the site from the proposed South Station parking facility, an enclosed pedestrian bridge over the Postal Annex and the Fort Point Channel will be necessary. The bridge would be 850 feet long and would cost about \$1,000,000.

#### VI. Convention Center Development

The site is large enough to build an adjacent convention facility with shared use of lobbies, ancillary facilities, parking, and the arena itself as exhibit space or auditorium, all under one roof. The additional space required is 150,000 square feet. The cost at \$100 per square foot would be \$15,000,000.

#### VII. Economic Impact

- A. The arena is likely to have a positive impact on the adjacent Melcher Street/Summer Street area stimulating the growth of the restaurant, lounge, and entertainment uses that have already begun to appear.
- B. The inclusion of a convention facility would have a significantly broader impact on the Fort Point Channel area triggering the development of hotels on Athanas' Fan Pier and Rose Associates' Dewey Square parcel, and the rehabilitation or redevelopment of properties in the Farnsworth Street area.
- C. A secondary impact is also probable in the South Street Leather District because of its proximity to arena parking and the rapid transit station. The existing buildings in the Leather District are architecturally very suitable for ground floor and basement level conversion to restaurant and entertainment use because of the split-level entry conditions which provide light and visibility to the basements. The impact would be favorable in terms of stimulating new vitality for an area where the original warehousing uses are no longer viable.

#### VIII. Community Impact

- A. As long as adequate vehicular access is an integral part of the arena development there is no reason to expect any adverse impact on the nearby South Boston residential community. If the access improvements are not made, however, the reaction to the traffic impact will be significant.

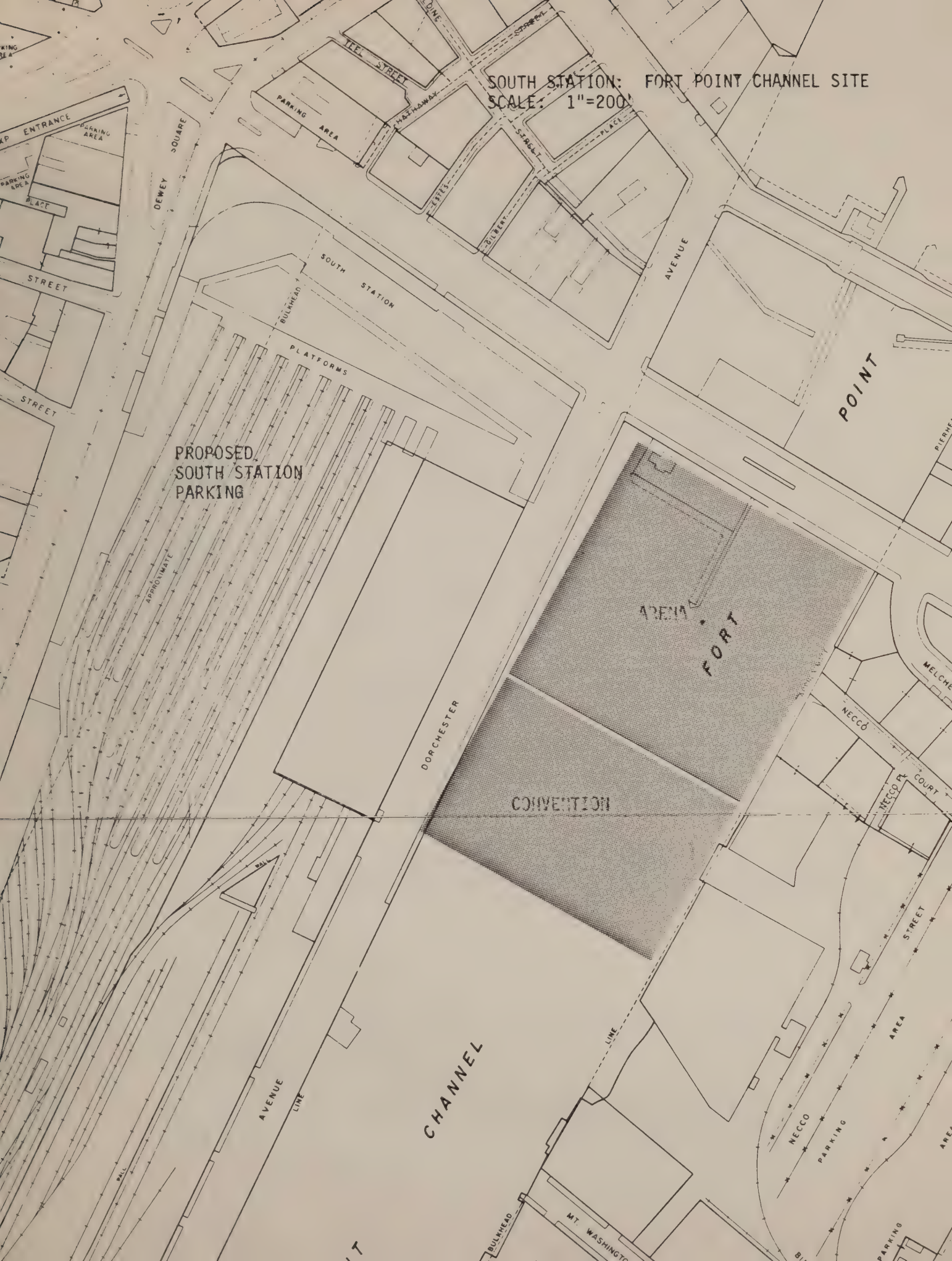


- B. The impact on the business community would also vary with the type, of access provided, and would be most significant with a combined arena/convention complex. Higher-rent-paying uses (bars and restaurants) will drive lower uses (printing and design studios) out of prime ground-floor locations. There is no shortage, however, of space in the area, so after a period of disruption it is probable that the business community will remain intact and grow stronger.
- C. A convention facility, on the other hand, would necessitate a convenient east/west vehicular connection between a major convention hotel on the Athanas property and the convention hall. Such access would result in the displacement of warehouse uses by new commercial or residential activities, for a number of reasons. First, the present narrow feeder streets, Farnsworth, Pittsburgh, etc., are impassible when used for loading. Second, adequate east-west movement might require the demolition of some buildings in order to permit the widening. Third, due to the presence of arena/convention patrons in the area, there would be a demand for commercial activities which could logically go into this area in new or rehabilitated structures.





SOUTH STATION: FORT POINT CHANNEL SITE  
SCALE: 1"=200'







## SOUTH STATION: FORT POINT CHANNEL SITE

### I. Site Description and Ownership

The site is the air-rights above the Fort Point Channel immediately south of Summer Street Bridge between Dorchester Avenue and the bulkhead line on the west side of the Channel. The southern boundary is flexible and can be defined to accommodate the development. A total of at least 20.5 acres is available. The area is owned by the Commonwealth of Massachusetts. For a public development purpose it is assumed that the cost of acquiring the development rights will be nominal.

### II. Site Preparation and Arena Construction

- A. The MBTA Red Line tunnel curves southward at Summer Street and Dorchester Avenue and runs through the middle of the Channel. The caisson or pile foundations must be designed to avoid the tunnel and must not disturb the sub-soils on which the tunnel "floats".
- B. The northbound lanes of the proposed depressed Central Artery are located, according to the most recent Massachusetts Department of Public Works scheme, in a tunnel paralleling Dorchester Avenue with a vertical alignment partly under the Channel and partly under Dorchester Avenue. The foundation design of the arena must accommodate the Artery alignment.
- C. Since the site is air-rights over water, the foundations and structure up to the first level will be built from barge platforms. Beyond that point, conventional construction techniques can be employed. The barge platforms are not an unusual construction system; most major contractors in this locale have had experience with construction of this sort. Neither would the foundations themselves be unusual in their design; because of the high water table almost all downtown Boston buildings have their foundations under water.
- D. The estimated cost premium required to accommodate the red line, the depressed Central Artery, and the barge platforms is \$1,000,000 according to a technical memo by engineers Finch & Heery dated October 4, 1975.

### III. Parking

- A. The major parking facility will be the South Station parking garage with a capacity of 2,000 spaces. (See paragraph III.B. under Boston Wharf Company Site.)
- B. Within a three-block radius of the site there are approximately 3150 spaces available for arena use in public garages and lots. These include as major locations Boston Wharf Company site (630



spaces), Sheraton site (220), Lincoln Street garage (350), Columbia Street garage (334), Kingston Street garage (735), and High Street garage (335).

- C. As a result of the proximity of existing parking facilities, the development package need not include any on-site parking spaces. In fact if the radius is extended to four blocks, or about seven minutes' walking time, there are over 4500 existing parking spaces available. If the South Station parking garage is not completed before the arena is in operation, the Fort Point Channel site is still viable.

#### IV. Vehicular Access

- A. While access to the proposed South Station parking garage will be adequate without any major road improvements to the road network, the capacity of the streets could be significantly increased at modest cost, approximately \$350,000. (See Paragraph IV.D. under Boston Wharf Company Site.)
- B. Access to existing parking garages in the area would be via the existing street network. The entrances to the Central Artery, Massachusetts Turnpike, and Southeast Expressway at Kneeland Street, Congress Street, and Northern Avenue, and the exits at High Street, Northern Avenue, Summer Street, Essex Street, Beach Street, and Kneeland Street will keep pre- and post-event congestion on the local streets to a much lower level than is normally experienced during the typical week-day rush-hour. These levels of congestion will also be very much lower than those which occur today at Boston Garden because there are more entrance and exit ramps to the arterial road system.
- C. Service access to the arena will require the construction of ramps on three sides of the facility with connections to Necco Street and the Summer Street bridge. This is necessary because there is no roadway along the east side of the Channel and because Dorchester Avenue is owned by the U.S. Postal Service. As a practical solution the service ramps will be extensions of the base platform of the arena. The added cost will be \$750,000.

#### V. Pedestrian Access

- A. The nearest transit stop, South Station on the MBTA Red Line, is 850 feet from the arena site. Pedestrians need not cross any public streets and can avoid inclement weather by walking through South Station and under the Stone and Webster arcade. At Fort Point Channel the pedestrians can be indoors and avoid the unpleasant climatic conditions at the Summer Street Bridge.





- B. A direct enclosed connection to the arena from the proposed parking garage at South Station is highly desirable. The location would be above the BRA roadway behind the Stone and Webster Building; the length is 400 feet and its cost would be \$400,000.

#### VI. Convention Center Development

- A. The arena structure could be extended southward over the Fort Point Channel to accommodate a convention center as in the facility described under Boston Wharf Site above, there would be shared use of lobbies and other ancillary spaces, and use of the arena for exhibit/auditorium purposes.
- B. As with arena construction on this site there will be a construction premium because of the need to coordinate with the existing Red Line tunnel, the proposed depressed Central Artery, and the use of barge platforms. This cost is estimated at \$750,000.

#### VII. Economic Impact

- A. An arena or arena/convention complex would have a dramatic impact primarily on the Leather District (between Atlantic Avenue and Lincoln Street) stimulating the conversion of underutilized warehouse space to entertainment uses. It is probable that the Rose Associates Dewey Square parcel and other "soft" properties will undergo major redevelopment as hotel and commercial uses. A convention center will also enhance the possibility of hotel construction in air-rights above the tracks and parking facility at South Station.
- B. The impact will also be felt on the east side of the Fort Point Channel in the Summer Street/Melcher Street area, and will stimulate development of the Athanas Fan Pier site. (See VII.A, B, and C under Boston Wharf Site.)

#### VIII. Community Impact

Arena/convention complex development at Fort Point Channel will have no noticeable impact on any established residential community. The increase in values in the Leather District, however, is likely to prohibit the continuation of conversion of warehouse space to artists' lofts.

#### IX. Environmental Impact

Development of this site may be seen by environmentalists as having a negative impact on the Fort Point Channel. The proposed construction scheme, however, will not significantly affect the tidal flows



in the Channel because the structure is above the water, rather than on fill. It will no doubt be necessary to prepare an impact statement and respond to environmental concerns. In addition permits must be obtained from Boston Conservation Commission, Massachusetts Department of Environmental Quality Engineering, and the Secretary of Environmental Affairs.





NORTH STATION: M.G.H. RAILROAD SITE  
SCALE: 1"=200'





## NORTH STATION: MASSACHUSETTS GENERAL HOSPITAL/RAILROAD SITE

### I. Site Description and Ownership

The site is bounded by Nashua Street, the Massachusetts Rehabilitation Hospital property, the MBTA Orange Line tunnel, and the elevated ramp connections from the Central Artery to Leverett Circle. The usable area is 7.4 acres. The west side is owned by Massachusetts General Hospitals and is used as a surface parking lot; the east side is owned by the MBTA and contains the Boston and Maine Railroad tracks used for commuter rail service from the north and northwest suburbs. The M.G.H. land and air-rights over the tracks could be acquired for approximately \$1,600,000.

### II. Site Preparation, Coordination, and Arena Construction

- A. There is insufficient area in this site to build an arena with its floor at ground level. The floor must be raised to provide vertical clearance over the rails (25 feet). This means that service access ramps from the street to the arena floor are required and will be an extra cost.
- B. The construction procedure will have to accommodate the existing rail service without interruption. This too will add to the construction cost.
- C. The ramp connections to the proposed depressed Central Artery from Storrow Drive and the elevated section of the proposed MBTA Green Line relocation are located in the current M.D.P.W. scheme crossing the subject site. Integrating these transportation elements with the arena development, or finding alternate locations, will be an important aspect of making this site available.
- D. The construction premium for a raised arena above a live railroad has been estimated at \$1,600,000 by Finch and Heery in their technical memo dated October 7, 1975.
- E. There is a relocation problem regarding the 875 cars now parked on the M.G.H. portion of the site. These parking spaces will have to be replaced in a parking structure on-site or elsewhere at a cost of approximately \$5,000 per space, or \$4,400,000.

### III. Parking

- A. The existing arena, with a capacity of 14,547 seats, functions fairly adequately with the current supply of parking spaces in the area. In fact, the 1875-space Government Center Garage, only three blocks away, is seldom filled during Boston Garden events. The total number of spaces within a three-block radius is 4200, includ-





ing, in addition to Government Center Garage, the Polcari Garage (645 spaces), Charles River Park Garages (1200 total with at least 490 for public use), and the City of Boston lots behind North Station (380) and under the Artery (213). Under these conditions it may be possible that a new arena, even with its increased capacity of 18,000 seats could operate without building new parking spaces.

- B. A more desirable solution would provide on-site parking for the convenience of arena patrons. Since the physical characteristics of the site require that the arena floor is raised 25 feet to clear the tracks, the space under the arena on the M.G.H. portion of the site should be used for three levels of parking. Allowing for access and service ramps the capacity of this garage would be 970 spaces. Since the basic structure would be required to support the arena in any case, the additional cost to create parking space would be low: approximately \$2,400,000 assuming \$2,500 per space.

#### IV. Vehicular Access

- A. At present, access to the site is less than adequate. Post-event congestion clogs the local streets largely because of the low capacity of the Nashua/Portland/Causeway intersection. The widening of Merrimac Street and Lomasney Way would greatly improve the flow of traffic to Leverett Circle and its ramp entrances to Storrow Drive, the Central Artery, the Mystic River Bridge, and northbound arterial roads. This improvement has been planned for many years but implementation has been delayed because of relocation problems (see II.A. under Nashua Street site). The cost of the improvement is currently estimated at \$1,750,000 but is not currently scheduled.
- B. In the future when the Charlestown section of the Central Artery work is complete, arterial access to and from the north will be improved because of new ramps at Causeway Street vs. existing ramps only at Merrimac Street, North Street, Leverett Circle, and in Charlestown - all at some distance from Boston Garden and contributing to local street congestion. Access to and from the south, however, will not be as good because Causeway Street ramps will be replaced with connections at North Street. Still, access to the Government Center Garage, which may be the real destination of arena patrons from the south, will still be very good. Access to and from the west will be greatly improved when the new connections from Storrow Drive to the Artery are completed as a part of the Charlestown section work. Leverett Circle will become a T-intersection with simplified surface traffic movements to widened local streets (Lomasney Way and Merrimac Street).

#### V. Pedestrian Access

With commuter rails directly under the arena and the MBTA Green and Orange Lines North Station stop only 650 feet away at Causeway and Canal Streets, pedestrian access to the site is excellent. From



the MBTA station pedestrians can walk indoors through North Station, then under the canopy cover to the arena. No major improvements need be made to the pedestrian access system.

#### VI. Convention Center Development

- A. A convention facility adjacent to the arena could be built on the City of Boston parking lot behind North Station. The problems to be overcome at this location include:
  - 1. If proposed Central Artery ramps and M.B.T.A., the Green Line are relocated from the M.G.H. parking lot, the C.O.B. lot would be the natural choice. The convention facility would have to be elevated to clear the ramps or separated from the arena to provide space for the ramps and Green Line;
  - 2. A major slug of parking (307 spaces) is now located on this site; they would have to be replaced in structure below the convention facility; and,
  - 3. Pedestrian access through the site to the B & M commuter rails, or, preferably, extension of the rails in the direction towards Causeway Street, will take up a portion of the ground level.
- B. The premium to conform with these special conditions will be approximately \$2,000,000 over the base cost (\$15,000,000) for 150,000 square feet of exhibit space.
- C. Acquisition of parking lot will cost \$1,000,000.

#### VII. Economic Impact

- A. The development of a new arena on the M.G.H./Railroad site, being as close as it is to the existing arena facility, would not have a major impact on the area. Presumably the North Station area has already adapted to the arena use. A new facility would merely stimulate some increase and upgrading of existing restaurant and entertainment uses to accommodate the larger patronage.
- B. Including a convention facility in the complex, however, would give a tremendous boost to the North Station area. The rehabilitation or redevelopment of the vacant Madison Hotel could be anticipated, as well as major redevelopment in hotel or commercial uses of the Billerica Street parcel, the Massachusetts Registry Building site (after the Registry moves to the proposed Park Square site), and several softer parcels within the Bulfinch triangle (between Causeway, Merrimac, and North Washington Streets). The current lack of essential support facilities coupled with the relatively low property values considering its downtown location could create a new and revitalizing focus for the area.





#### VIII. Community Impact

There would be no significant impact on the residential North End or Charles River Park that does not already exist because of Boston Garden.



[illegible]





## NORTH STATION: NASHUA STREET SITE

### I. Site Description and Ownership

The site is bounded by Causeway Street, Lomasney Way (widened), the existing ramp connections from Leverett Circle to the arterial roads, and the west side of North Station extended. It includes the Madison Hotel property, Nashua Street from Causeway to the elevated ramps, Billerica Street, 35 existing small buildings of which 11 are more than 50% vacant, and 6 parking lots including a portion of the City of Boston North Station lot. Three of the lots and eight of the buildings bordering Lomasney Way are scheduled for eminent domain taking for the widening of Lomasney Way. The acquisition price would be approximately \$2,000,000.

### II. Site Preparation, Coordination, and Arena Construction

#### A. To create the site, the following sequence of events must occur:

1. The Langone Funeral Home on Merrimac Street is relocated;
2. Merrimac Street is widened;
3. Lomasney Way is widened after the adjacent property on the east side is taken; then,
4. Nashua and Billerica Streets are discontinued. The estimated cost of the street improvements is \$1,750,000.

The key to creating the site is the Langone Funeral Home relocation. Unless Nashua and Billerica Streets are closed, this site offers no advantages over the M.G.H./Railroad site. With the streets closed, however, a site that can accommodate an arena with the floor at grade level is available. This would make arena construction possible without any cost premiums for additional structure, ramps, or maintaining traffic operations on existing streets.

#### B. Residential and commercial tenants will have to be relocated. The estimated cost for this activity is \$700,000.

### III. Parking

- A. A 1,000-space, three-level parking facility should be built in the 117,000 square feet remaining in the C.O.B. North Station lot. The cost would be \$5,000,000. The design of this garage must accommodate the extension of the B & M tracks to the rear wall of North Station, i.e. the grade level contains the rails, and column spacing is coordinated with track spacing.



- B. Existing parking facilities in the North Station area provide 4200 spaces, see III.A. under M.G.H./Railroad site.

#### IV. Vehicular Access

Access to this site has the same characteristics as the M.G.H./Railroad site. See Section IV above.

#### V. Pedestrian Access

See Section V, M.G.H./Railroad site.

#### VI. Convention Center Development

- A. Development of an adjacent convention hall at grade level is possible on the M.G.H. parking lot immediately north of the existing Central Artery ramp connection to Leverett Circle. The design must allow for the construction of the proposed M.B.T.A. Green Line relocation and proposed Central Artery/Charlestown ramps. The M.G.H. parking spaces will have to be replaced either on-site in an additional three levels at the arena garage or elsewhere. The estimated cost of dealing with these special conditions is \$5,400,000.
- B. An alternative site for the convention facility is the land now occupied by the Mass. D.P.W. and Registry, the Boston Edison steam generator, and Nashua Street. The Registry Building site will be available when the proposed Park Square State Department of Transportation Building is completed (approximately three years). Relocation of the Edison facility is estimated at \$2,000,000.
- C. Acquisition of the Registry/Edison site would be \$2,000,000.

#### VII. Economic and Community Impact

See Section VII and VIII under M.G.H./Railroad site.







COPLEY SQUARE/TURNUPIKE SITE

SCALE: 1"=200'





## COPLEY SQUARE/MASSACHUSETTS TURNPIKE SITE

### I. Site Description and Ownership

The site is the air rights above the Mass. Pike interchange at Copley Square. It is bounded by Huntington Avenue, Dartmouth Street, the Penn Central railroad tracks, and Harcourt Street. The site area is 9.5 acres and is all owned by the Massachusetts Turnpike Authority except for the block of Stuart Street between Huntington and Dartmouth, which is owned by the City. Included in the site are the Boston and Albany Railroad tracks, the east- and west-bound lanes of the Turnpike, ramps B, C, and D connecting the east-bound lanes with Dartmouth Street and Huntington Avenue, a small parking lot on the south side of Stuart Street, and a vacant triangular parcel of land between Huntington, Dartmouth, and Stuart Streets. Most of the land is depressed below the level of the adjacent streets, but the ramps and the overhead clearance area extends at some points to 25 feet above street level.

### II. Site Preparation and Arena Construction

- A. The arena can be accommodated on the site at the Harcourt Street end so as to avoid construction over the main barrels of the Turnpike. It will be necessary however, to clear the ramps and build over them, maintaining service on at least two of the three ramps at a time, shifting the service in phase with the construction. It will also be necessary to clear the Boston and Albany Railroad tracks. The construction premium for the raised structure and for maintaining service is estimated at \$1,600,000.
- B. Arena construction will have to be coordinated with M.B.T.A. Orange Line relocation, and track and platform work associated with the railroad track relocation and reconstruction of Back Bay Station. Since work on this project is underway, the coordination effort is not likely to affect arena construction scheduling or costs.

### III. Parking

- A. Existing parking spaces available for arena use within a three-block radius of the site, total 3900 including 630 spaces at the St. James garage, 774 at the Hancock garage, 1,000 at the Prudential, 209 at Huntington and W. Newton, and 501 at the Cheri garage. There is occasional competition for these spaces from major events at Hynes Auditorium. Therefore 1,000 new spaces should be built on-site, to provide the 4500 required.
- B. The spaces should be provided in two levels below the elevated arena. Because of the irregular shape of the areas between the ramps, and the irregular column spacing that will be required, the cost per space will be approximately \$6,000, or \$6,000,000 for the garage.





#### IV. Vehicular Access

- A. To and from the west the Massachusetts Turnpike provides excellent access to the site, but to and from the north and east, local streets will carry much of the load. From the Southeast Expressway, Massachusetts Avenue to Huntington, and East Berkeley Street to St. James Avenue will suffer the impact. From the north, traffic will approach via Storrow Drive to Massachusetts Avenue to Boylston Street or Huntington Avenue. Huntington will also carry the flow from the southwest; both Rte. 9 and Rte. 1 via the Parkways lead to Huntington.
- B. The main entry to the on-site garage should be located on Harcourt Street off Huntington. Ramps and landscaping to protect the St. Botolph Street residential area will be required, as discussed in the Copley/Pike Citizens Review Committee meetings. This will cost approximately \$300,000.
- C. Service access also should enter the site from Huntington and Harcourt to avoid an adverse impact on the residential areas.
- D. Additional garage egress will be required to reduce the time needed to empty the facility after an event. The ramps should be located on Dartmouth Street, and may require the removal of Ramp C (which was also recommended in the Copley/Pike C.R.C. report). The work required will cost approximately \$1,000,000.

#### V. Pedestrian Access

- A. The Copley Square and Prudential M.B.T.A. Green Line Stations are only two blocks away providing excellent transit access to the arena site from the west.
- B. The Orange Line will be relocated during the next three years to the Penn Central tracks adjacent to the site with a station across Dartmouth Street at Back Bay Station. This will improve transit access from the north and southwest.
- C. A direct pedestrian connection under the Dartmouth Street Bridge between the arena and Back Bay Station will enhance pedestrian access from commuter and intercity rails and from the relocated Orange Line. The cost will be \$200,000.

#### VI. Convention Center Development

- A. There is adequate space within the interchange area to add a 150,000 square foot convention facility adjacent to the arena. This area, however, includes the east- and west-bound lanes of the Turnpike, which must remain open during construction. The Hancock Garage experience indicates that this will be very costly because much of

